





## INTIMATION.

## A. S. WATSON &amp; CO., LIMITED.

WINE AND SPIRITS MERCHANTS.

ESTABLISHED A.D. 1841.

## SHERRY.

A. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule... \$10.80

C. MANZANILLA. PALE NATURAL SHERRY, White Capsule... 12.00

CC SUPERIOR OLD DRY, Pale Natural Sherry, Red Seal Capsule... 12.00

D. VERY SUPERIOR OLD PALE DRY, Chateau Old Wine, White Seal Capsule... 14.40

E. EXTRA SUPERIOR OLD PALE DRY, Very First Quality (Old Bottled)... 20.40

In addition to Wines of our own bottling, the following brands, bottled in Europe, have been specially selected, and procured from the celebrated firm of MESSRS. GEO. G. SANDEMAN, SONS &amp; CO., of LONDON and Oporto, for whom we have been appointed Sole Agents:—

LIGHT DRY... \$17.00  
SOLERA... 25.00  
VERY PALE DRY... 25.00  
FULL GOLDEN... 30.00  
PALE DRY NUTTY... 32.00  
FINE OLD BROWN... 42.00

## A. S. WATSON &amp; CO., LIMITED.

THE HONGKONG DISPENSARY.

## The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 21st September, 1901.

When Mr. Atkinson at the Sanitary Board meeting on Thursday said that he did not know how the four-wheeled horse ambulances, which are being procured from England for conveyance of plague-sufferers, would stand the roads which we have in Hongkong, he called attention once more to an often criticised but still unremedied defect in the condition of Victoria. We have a Public Works Department which for its size gets through a fair amount of work in the course of a year, but we have not and we do not appear likely to have for a long time to come even main roads which are fit for traffic. A certain measure of complacency, it is true, seems to be felt by some of the authorities on the subject, for Mr. H. P. Tooker, Senior Executive Engineer and Acting Assistant Director of Public Works, reporting on the maintenance of roads and bridges in Victoria, under the heading of "Annually Recurrent Expenditure" in the Public Works Report for 1900, said:—"The roads, streets, and bridges generally were kept in good repair." Mr. Tooker must have intended the word "generally" to be used in a very qualifying sense, or he was not in the habit of riding in a ricksha about our main streets. The shocking road leading along the Western Praya would convince anyone that Hongkong roads are insufficiently looked after. It is perhaps our worst example, but there are many others which are a disgrace to the Colony. It is practically impossible to take a ricksha ride in any direction without being most disagreeably jolted and shaken up. In wet weather an element of actual danger is added to the ride, and there was one case this year of the occupant of a ricksha being thrown out and injured owing to the vehicle being upset on the slippery surface of the road leading past the Hongkong, Canton and Macao steamboat wharf. Considering what little wear and tear our streets get compared with those in towns at home, it is difficult to imagine what material we have got hold of which makes such bad roads. Mr. Tooker, in the report to which we have referred, says that it is syenite macadam and a great improvement on the softer granites. This being so, then the fault must lie in the way in which the material is laid down and looked after. If no

improvement is effected we must remain under the imputation of having the worst roads of any European settlement in the East. The most humiliating part of the affair is that it is not want of money which prevents a change. We have ample money to construct as good roads as our neighbours, but apparently there is a rooted objection to spending it on certain necessary improvements. After all, it cannot be denied that tax-payers have a right to ask that they shall have decent and well-kept roads to travel over. This is not at present the case in the City of Victoria, and we are glad to see the President of the Sanitary Board calling attention to the fact. Any visitor to Hongkong drawing his conclusions from the state of the roads would imagine that the Colony was in a bad way. The policy of allowing the creation of so unfortunate an impression is, it is needless to say, unsound.

COMPLAINTS, either in letters to the local Press or verbal, have been very frequent of late about the conduct of public chair and ricksha-coolies, and there can be no doubt these complaints are well-grounded. Numerous cases of insolence, refusing a hire, demanding more than legal fare, and similar offences must have come under the notice of most of our readers. Very generally it is asserted that the Police fail to keep these coolies in order and that this most troublesome class of native is being allowed to get out of hand. In reality, however, this charge against our Police is hardly just. In the matter of important solicitation of fares, a little more might be done to check what sometimes amounts to the mobbing of a would-be fare by a crowd of chair or ricksha-men. But with regard to insolence of conduct, etc., the remedy lies, primarily, in the hands of the public. Cases of the kind are usually passed over by the sufferer because he is unwilling to take the trouble to prosecute; he does not refrain, nevertheless, from venting his grievance and complaining of neglect of duty on the part of the Police. Possibly also many people take no action because they are unaware of the power of the Captain Superintendent of Police to cancel vehicle-licenses, should he think fit. The real and only remedy which the public has against annoyance and aggression on the part of the coolies in question is to send in a complaint to the Captain Superintendent for the time being, giving the number of the vehicle against whose puller or bearers the charge is brought, with other essential particulars. In such a case, the complainant may rest assured that if he has a genuine grievance the Captain Superintendent will send for the offending coolies and either admonish them or deal with their licenses according to the circumstances of the case, without troubling the complainant further in the matter as a rule. But without the information the Police are powerless, and the public must bestir itself in the first instance. If the trouble is too great, the grievance cannot be very acute. We are convinced, however, that the failure to lodge the complaint in the right quarter arises chiefly from ignorance of the power of the Captain Superintendent of Police; and also, in a lesser degree, because a number of cases in the Police Court where coolies have been brought to book, having been dismissed with fines paid by the guild, have inflicted no punishment on the offender. A more harmonious co-operation of the public and the Police is needed to check the abuses which have sprung up, and we think that at the present this is not too much to hope for.

During the 24 hours ending at noon yesterday a fresh case of plague (Chinese) was reported, followed by death.

Yesterday the French flagship *Amiral Chouart* arrived from the Pescadores, and the British hospital-ship *Carthage* left for Taku.

A party of men from the U. S. monitor *Monterey* raised the pine-tree which was sunk the other night in a collision with the steam-launch *Way Fung*, yesterday morning.

Lieut. A. Blake, A.D.C. to H.E. the Governor, having obtained a month's leave, Capt. W. L. Warren, R.G.A., Private Secretary to H.E. will for the time being undertake the duties of A.D.C. also.

The cricket ground will be open to-day. The first match of the season will take place on the 28th instant, under the title of XI. XXII, and the following week the Club will play all-comers.

We are requested to state that the Band of the 22nd Bombay Light Infantry will not play in the Hongkong Hotel this evening on account of the regretted death of President McKinley.

A scratch race for four-oared boats will be run over the regatta course at 5.15 on 9th November next. The following crews will compete:—Boat and Station No. 1.—A. E. Katsch, G. Sherrington, J. Plummer, G. R. Stevens, H. M. Tibbey (cox). Boat and Station No. 2.—H. W. Kennett, J. V. Bennett, W. J. Whiter, H. Hursthouse, S. Seth (cox). Boat and Station No. 3.—E. W. Carpenter, W. Hookford, H. L. Bingley, J. O. Hughes, F. White (cox).

The U. S. battleship *Texas* and gunboat *Ranger* have been sent to Panama to protect American interests, owing to the disturbances in the neighbourhood of the isthmus.

At Kwanchow, the port leased to France by China, the plague has vanished after carrying off over four thousand persons. The French have laid a new town in that quarter to be called Albany.

A special despatch to the *New York Times* from Mexico City last month, said:—Professor A. B. Crooks of Northwestern University, Evanston, Ill., has started to climb Orizaba peak, a volcano 18,314 feet high, on the edge of the Mexican plateau. The mountain is very difficult of ascent, but Professor Crooks, who has done much climbing in Europe and Asia, is confident he will reach the top. He is fully equipped for the expedition, carries a photographic outfit, and expects to secure valuable data for use in his class work.

The Shanghai Union writes against tramway schemes for the Settlement, and says:—We note that one of the Shanghai daily papers has again been harping on tramways, and confidently stating that if a well-considered scheme were brought before the ratepayers it would be carried. We cannot help admiring our contemporary for his pertinacity in championing tramways, but we think this cause a lost one all the same. One thing against tramways—if they succeeded—would be the immense loss of revenue to the community, for last year the income from jinrikahas and wheelbarrows was \$18,000. Will tramways contribute anything like that sum?

The numerous friends in Hongkong of Admiral de P. de Richelieu, the head of the Siamese Navy, will be glad to hear that he is not going to retire yet. We stated his resignation in our issue of the 28th ult., on the strength of a report from Bangkok itself. We are very pleased to be able to announce his continuance at his post, for his retirement would be a great loss to Siam. With regard to the second part of our paragraph concerning Admiral de Richelieu on the 28th ult., it was not intended to convey that we accepted the account on of his enemies, who failed absolutely to damage the Admiral's reputation. We gladly take the opportunity, however, to contradict the story.

According to recent advice from Hoihow, the French seem to be making things lively in that otherwise quiet city. Several of the French officers are behaving very much as conquerors, and are intimidating the peaceful natives generally. Chinese merchants of good standing are strongly protesting against the French intrusion and interference, although they fear the latter have come to settle. Only a few days ago a party of French officers shot at a sampan boy because he did not reply to their call, being asleep. The boy was severely wounded, and was eventually handed over to an American missionary doctor, and the Chinese official was compelled to square the matter by asking the Frenchmen to pay the boy's parents \$50. As Hainan has not yet become French territory—though the Chinese are fearing it will soon be—it might do no harm for a foreign gunboat to look up Hoihow.

A case interesting to British married soldiers was heard in the Bombay Police Court the other day. The wife of a lance-corporal in the Oxfordshire Light Infantry charged a colour-sergeant of the same regiment with assault and wrongful confinement. Her husband had been placed under arrest, and the complainant came out of her room and asked the reason of her husband's arrest. She was told that if she did not "shut up" she herself would be made a prisoner. The defendant almost immediately ordered a police guard and directed the complainant's removal by main force to the guard-room. For the defence it was argued that the complainant, being on the strength of the regiment, was amenable to all the pains and penalties incidental to a breach of military discipline as much as any ordinary soldier, and that the defendant in taking the action he did was under the *bona fide* belief that he was doing his duty. For the complainant, it was contended that there was no regulation which authorised the arrest or the confinement of a woman who resided in barracks. The husband of any woman who offended became liable, and was punished. Towards the conclusion of the hearing a compromise was come to on the complainant being compensated. Fifty rupees as compensation were handed to the complainant.

Sir Charles Elliot, the Commissioner of the East Africa Protectorate, has a very pretty wit, and it is a pity that his humour should be embodied in Parliamentary papers. His latest report on the vast dominions in his charge, issued a few days ago, contains one or two passages to which we would give the wide circulation which is their due. Writing of the Uganda Railway, Sir Charles says that it must not be supposed that the iron road has in any way spoiled the picturesque wildness of the country and people around it. "It is not a humorous exaggeration to say that the way-side landscapes remind the traveller of the series of pictures in Punch called 'Prohibitory People'." On the platforms naked savages peer and grin with good humoured curiosity, their nudity is rendered more conspicuous by the fact that they wear short cloaks hanging down their backs, and carry elaborate ornaments, often including old jam-pots, in the slits cut in their ears. Near the stations the ostrich and the horn-bill flourish almost intermingled. The ostrich rickshaws, who assimilate new ideas more slowly than other beasts, sometimes displace the passage of the train in a narrow cutting and details it, though he perishes in the attempt. A troop of more intelligent elephants occasionally occupy a station, and in their curiosity ravage the booking office and take tickets, which cannot be paid into Court direct, and not to the plaintiff.

On hearing this remark, his Lordship at once fined the plaintiff three dollars for contempt of Court, saying he would not have a British lady insulted in a British court of law by a Chinaman. In the end, judgment was given for the plaintiff for the sum of three dollars, the amount admitted to be due to him by the defendant. His Lordship directed the money to be paid into Court direct, and not to the plaintiff.

Harrison's Circus is now performing in Java, where it has met with a warm reception.

The first American bank to be started in the Philippines will open for business on the 28th inst.

The Crown Prince of Siam has completed a book on *The War of the Polish Succession*, which Mr. Fisher Unwin will publish shortly.

The second-class cruiser *Pez* is to be commissioned by Captain Frederick S. Polham on the 10th prox., for the purpose of relieving the *Marathon* in the East Indies.

Mr. John Dix Morgan, representing Californian capitalists, has bought gold claims in the Philippines to the amount of \$250,000 (gold). All the claims are situated in the province of Benguet, and belonged to ex-volunteers, who remained in the islands when their regiments went home, and located their claims.

A remarkable case of impersonation was recently brought to light at Rawalpindi, and led to the arrest of a man named Waterfield, alias Blanchfield, a driver in the North-Western Railway. The accused and a man named Blanchfield were employed together in the railway workshops at Lucknow some three years ago, and when Blanchfield proceeded to Uganda accused assumed his name, and by using his certificates, duplicates of which he fraudulently obtained by applying to the railways on which Blanchfield had served, secured employment on the North-Western Railway. On the accused's house being searched, several incriminating documents, copies of certificates, etc., were found. A photograph of Blanchfield has been obtained, and a married sister of his has testified to the accused being an impostor.

The *Marine Review*, of Cleveland, Ohio, publishes the particulars of the new United States battleship *Maine*. Her length between perpendiculars is 388ft.; over all, 393ft. 10in.; beam, 27ft. 2in.; draught, 23ft. 6in.; displacement, 12,300 tons, or with a full load 13,500 tons; engines, 16,000 h.p., supplied by Nicholas boilers; speed, 18 knots. Her armament will consist of four 12in., 16 in., and 24 smaller guns. Her two torpedo-tubes will be submerged. Krupp armour will be used, and her armour-belt will extend 31ft. below and 4ft. above the water-line. The belt will be 11in. thick at the top and 7in. thick at the bottom amidships, and will taper to 4in. right forward, but will be discontinued aft of 90ft. from the stern. For these 90ft. the armour deck will be 4in. thick on the slope and 3in. on the flat, while forward the thickness will be 2in. only. It is expected that the vessel will be ready for her trials next summer.

Commenting on the barrenness of the past English Parliamentary Session, the *Debate* remarks that the English not only mean to end the war by a complete victory, which is quite natural, but also refuse to understand how anybody either at home or abroad can fail to share their prejudices. "The war," it says, "has deprived the English attitude towards Imperial questions of all calmness. It has, so to speak, narrowed the English mind, and it seems likely to have a demoralising effect, which will not cease with the conflict itself. The war has given an opportunity to the rising commercial rivals of England, and has hastened the moment when the economic crisis which must inevitably attend the development of competing industries will become acute. The time when the English based themselves with their internal development in security, calmness, and profound self-confidence seems irremediably closed."

At the meeting of the Zoological Congress in Berlin last month, Professor B. Sauer of that city, read a paper on fossil human remains, in which he urged that the very greatest care should be exercised in drawing deductions from the conformation of pre-historic bones found in caves, &c. He denied that anthropology was able to throw any light on the history of human development. It was different with zoology, which could prove that men and anthropoid apes belonged to the same family. The investigations of Friedenthal had shown that the blood of animals, when inserted into the veins of one of the same family, produced no bad effect, but was assimilated. When inserted into animals belonging to other families, it caused death. As the blood of human blood, however, acted as a deadly poison in the veins of all animals, including monkeys, with the sole exception of anthropoid apes—a proof that we were blood-relations of these animals.

## AN IMPUDENT CHINAMAN WELL SERVED.

At the Supreme Court yesterday morning in Summary Jurisdiction, before his Honour T. Sumner Smith, Acting Puisne Judge, Tong Fat, a domestic boy lately in the employ of Mr. Terrill, manager of the Soldiers' Club, sued his former master for the sum of \$13, wages alleged to be due by the defendant for services by the plaintiff for the month of August and part of the succeeding month.

In the course of the hearing his Lordship had occasion to reprimand the plaintiff for his impudent attitude towards Mr. Terrill, telling him that such conduct was unfortunately common enough in private homes, but would not be tolerated in a public court. When Mr. Terrill was in the witness box giving evidence, the plaintiff asked her if it was not the case that he gave notice that he intended to leave his employment. Mrs. Terrill replied in the negative, and the plaintiff thereupon told her that she was not speaking the truth.

On hearing this remark, his Lordship at once fined the plaintiff three dollars for contempt of Court, saying he would not have a British lady insulted in a British court of law by a Chinaman. In the end, judgment was given for the plaintiff for the sum of three dollars, the amount admitted to be due to him by the defendant. His Lordship directed the money to be paid into Court direct, and not to the plaintiff.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

(FROM OUR CORRESPONDENTS.)

## FUNERAL OF PRESIDENT MCKINLEY.

LONDON, 20th September, 7.35 p.m.

## FUNERAL PROCESSION—SIMPLE METHODIST SERVICE.

The funeral procession of President McKinley included President Roosevelt, the Cabinet and representatives of the civil, military, social, and commercial organisations. Immense crowds lined the route. A simple Methodist funeral service was held.

## SUSPENSION OF BUSINESS.

Business throughout the United States was suspended.

## THE CRISIS IN CHINA.

SHANGHAI, 20th September, 9.10 p.m.

## REINFORCEMENTS FOR YUAN SHIKAI.

Shen Tun-ho's corps of 5,000 foreign-drilled troops has been ordered to Shantung to reinforce Governor Yuan Shikai.

## THE WAR IN SOUTH AFRICA.

LONDON, 19th September, 5.30 p.m.

## GRAVE DISASTER TO MOUNTED INFANTRY.

Three companies of mounted infantry, under Major Gough, and three guns have been captured by the Boers. Two officers and fourteen men were killed.

## GENERAL NEWS.

LONDON, 19th September, 5.30 p.m.

## BRITISH DESTROYER WRECKED—TERRIBLE LOSS.

The torpedo-boat destroyer *Cobra* has been wrecked in the North Sea. Sixty were drowned.

[The torpedo-boat destroyer *Cobra* was built at Elswick and launched last year. She was of 400 tons displacement and her mean speed was 34.9 knots. Her armament was one 12 pr. and five 6 pr. guns, while she carried two torpedoes. Her complement is stated to be 63 men, so that practically all on board have been drowned. Like the *Viper* she was fitted with the Parsons compound steam turbine.]

LONDON, 19th September, 7.15 p.m.

## IN HONOUR OF PRESIDENT MCKINLEY.

An tribute of respect to the late President McKinley, several theatres and business houses in London are closed to-day. A remarkable gathering assembled in Westminster Abbey, where a memorial service was held. The Stock Exchange was closed.

## THE TSAR IN FRANCE.

The Tsar has met with an enthusiastic reception in France. To-day he witnessed the military manoeuvres. Cordial speeches were delivered, the Tsar referring in his remarks to France as a friendly allied nation.

## MONEY MARKET.

Bank rate is unchanged.

## REUTER'S SERVICE.

LONDON, 18th September.

## THE UNITED STATES CABINET.

At a meeting of the United States Cabinet, President Roosevelt requested the members to retain their portfolios.

## MR. HAYS RESIGNATION CONTRADICTED.

The reported resignation of the Honorable John Hay, United States Secretary of State, is denied.

## BRITISH NAVAL MANOEUVRES—UMPIRES' DECISION.

In the report of the umpires on the British naval manoeuvres, it is concluded that Admiral Noel's numerically superior fleet was annihilated by Admiral Wilson's smaller, but swifter and more modern fleet.

LONDON, 18th September.

## THE TSAR IN FRANCE.

The Tsar and Tsarina, accompanied by President Loubet, have reviewed the French fleet at Dunkirk.

## THE ROYAL TOUR.

The Duke and Duchess of Cornwall and York have arrived at Montreal.

## SOUTH AFRICA—PATROL CAPTURED.

A patrol of the Grenadier Guards has been captured near De Aar. Lieutenant Hadow and one man were killed, two wounded.

## SECOND ENQUIRY INTO THE COCHRANE STREET COLLAPSE.

The reopened enquiry into the Cochrane Street house collapse took place before Mr. Hazell, Police Magistrate yesterday morning. Mr. F. B. L. Bowley, Crown Solicitor, addressing his Worship, said that on the 30th ult., an enquiry had been held into the cause of death of the persons killed by the collapse of houses in Cochrane Street. As he saw from the depositions taken at the said enquiry, his Worship decided that the people killed were to hold themselves by the injuries received in the collapse of the houses in question. It had been decided, however, to have further evidence taken. His Worship acted in the capacity of coroner and coroner's jury, and therefore possessed all the powers of a coroner and a coroner's jury; also all the duties of such persons pertained to them. It was not merely his duty to find out the immediate cause of the death of these forty-three people, but also what caused the collapse of the houses, according to the Ordinance governing coroners and coroner's juries' power and duties, which says: "The coroner should therefore enquire as to the circumstances of the death; where and when the deceased died or was found dead; by whom he was last seen alive; who was present, or who first saw the body after death; whether any known illness existed; whether any negligence or blame is alleged against anyone. The cause of death was clear, but now it remained to find out what caused the falling of those houses. The evidence already taken might stand. It was only wished to take additional evidence. To begin with, Mr. Bowley called the owner of the building.

Chan Chin Cheung, the owner of Nos. 32 and 34, Cochrane Street, being sworn, stated as follows:—

I am a manufacturer of, and dealer in, matches. I reside at Nos. 42 and 44, Stanley Street. I own the houses Nos. 32 and 34, Cochrane Street. I purchased for the purpose of No. 32 on the 25th or 26th of October, 1899, and for the purchase of No. 34 about the 5th or 7th of November, 1899. The deal was completed about the 25th December in the same year. The houses at the time I purchased them only contained three stories. I paid \$9,000 for No. 32 and \$9,800 for No. 34. I looked at the houses and found that another story could be added to them, and then agreed to purchase them. I did not consult anyone about adding another story before buying. No. 32. I have built twenty to thirty houses myself. I employed a contractor to build them. I never build houses without employing a contractor. In November I spoke to Mr. Hazell, architect, about house No. 32, two days after I had made an agreement to buy it. I asked him if the walls were strong enough to stand an additional floor. I went to his office to ask him. He told me he would go and have a look at the house and let me know if another story could be added. A short time after he told me it was all right. I could add another floor, and he would draw the plan for me and have it passed and get permission. The alterations I wanted made were in the back yard, which ran across the houses. The kitchen was behind the back yard. There were bridges on the upper floors leading to the kitchen. There were two external cross walls, and I wanted them pulled down and one single cross wall put up instead so as to have the kitchen on one side and the back yard on the other. The new cross wall was not on the same line as the old one. It made the living room slightly deeper. Mr. Hazell drew the plans with the alterations and showed them to me before sending them to the Director of Public Works. The plan of house No. 32 produced was the one sent to the P.W.D. The alterations were an additional floor and verandah. I have also seen the plan produced of a detailed drawing of the verandah. It was drawn by Mr. Hazell. The first and second floors already had verandahs. Some time after the plans were sent to the P.W.D., I received a permit. Mr. Hazell gave it to me, and at the same time handed me back the plan of house No. 32. Before I received this permit I had purchased house No. 34.

Continuing, witness declared that Mr. Hazell said the alterations at No. 34 were to be the same as at No. 32. He prepared the plans, which witness saw, and they were signed, dated 7th December, by the Public Works Department, concerning the alterations. Mr. Hazell afterwards showed him the permit from the P.W.D. Witness did not remember whether there was an enlarged verandah plan for No. 34, nor was he sure whether he received a copy of the plan for No. 32. He thought he did, however. Mr. Hazell, after he got the plans for witness, had nothing further to do with the matter. Witness paid him \$40 for each house. The alterations were given to King Wai, and work on both houses was started at the same time. As to the tenants of the two houses, the first and second floors of No. 32 were let to the Tung Yik Blacksmith shop, the proprietor of which occupied the premises before witness purchased the house. He paid \$50 a month rent. The second floor was unoccupied when witness purchased the house. To make the alterations, witness asked the people in the back yards, who were given to King Wai, and work on both houses was started at the same time. As to the tenants of the two houses, the first and second floors of No. 32 were let to the Tung Yik Blacksmith shop, the proprietor of which occupied the premises before witness purchased the house. He paid \$50 a month rent. The second floor was unoccupied when witness purchased the house.

To make the alterations, witness asked the people in the back yards, who were given to King Wai, and work on both houses was started at the same time. As to the tenants of the two houses, the first and second floors of No. 32 were let to the Tung Yik Blacksmith shop, the proprietor of which occupied the premises before witness purchased the house. He paid \$50 a month rent. The second floor was unoccupied when witness purchased the house.

At the time of the accident the family houses were divided into cubicles, the following cubicles on each floor:—No. 32, second floor, four cubicles and one sitting room; third floor, the same. No. 34, first floor, five cubicles; second floor, four cubicles and one sitting room; third floor, no cubicles. The tenants of the second floor, No. 32, at the time of the accident were people who moved in a few days before this was a family house and was rented at \$32. The top floor was also used as a family house at a monthly rent of \$36. The contractor who made the alterations had done work for witness before, but in the present instance there was no written contract. They simply agreed upon the price for which the work was to be done—\$2,350, which included the wages of the alterations to both houses. Before agreeing upon the price he showed the contractor the plans and had a copy of that for the verandah. Witness understood of the work, himself, and visited Cochrane Street sometimes once and twice a day and sometimes only once in several days. He gave orders to the contractor as to how the







## NEW ADVERTISEMENTS

**ROYAL NAVAL YARD.**  
WANTED a CHINESE DRAUGHTSMAN who is a good Tracer and accustomed to making Ship Drawings. Applications to be made in writing to the Chief Constructor.

J. BLACK,  
Chief Constructor.  
Hongkong, 21st September, 1901. [2389]

WANTED—Competent EUROPEAN BOOKKEEPER.  
Apply by letter—

LEDGER, G. P. O.  
Hongkong, 21st September, 1901. [2394]

HONGKONG RIFLE ASSOCIATION.  
THERE will be a SPOON COMPETITION TO-DAY (SATURDAY), the 21st September, commencing at 3 p.m. Ranges 200, 300 and 400 yards. Seven shots and a sighter at each Range. Members of Committee are requested to meet on the Range at 2.30 p.m.

ALEX. MACKENZIE,  
Hon. Secretary.  
Hongkong, 21st September, 1901. [2391]

NIPPON YUSEN KAISHA.  
FOR MANILA:  
The Company's Screw Steamship

"ROSETTA MARU,"  
3,411 tons gross, Captain N. Tait, will be despatched for the above port on FRIDAY, the 27th instant, at 4 p.m.

This Mail Steamer is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewards carried. Return Ticket issued by this Company are available for return by steamers of the other Lines.

A. S. MIHARA,  
Manager.  
Hongkong, 21st September, 1901. [2397]

FOR NEW YORK.  
THE 33 L.I. American ship

"STATE OF MAINE,"  
Captain Colcord, will be ready to load on the 1st November for the above port and will have quick despatch.

For Freight, apply to  
CARLOWITZ & CO.  
Hongkong, 21st September, 1901. [2396]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.  
(Robt. M. Sloan & Co., Hamburg.)

FOR NEW YORK.  
THE full-powered Steamship

"CLAUDE,"  
will be despatched for the above port on the 5th November.

For Freight, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 21st September, 1901. [2395]

NOTICE TO CONSIGNEES.  
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship  
"LIGHTNING,"  
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.  
Cargo remaining on board after 2 p.m. on the 24th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
DAVID SARSON, BONS & CO.,  
Agents.  
Hongkong, 20th September, 1901. [2398]

THE HONGKONG WEEKLY PRESS will be ready on Monday and will contain—

Leading Articles.  
President McKinley's Death.  
Building in Hongkong.  
Russia and Manchuria.  
Canton's Trade in 1900.  
Roads in the Colony.  
The Crises: Telegrams.  
Hongkong Legislative Council.  
Sanitary Board.  
Pirates in Hongkong Waters.  
Exciting Scenes on the Scimitar.  
Rabies in Macao.  
Vandalism Trade in 1900.  
Straits Settlements Census.  
Queen Victoria Memorial Fund.  
Northern Notes.  
Correspondence.  
Supreme Court.  
Sporting and Other Notes.  
Boxing.  
Hongkong Football Club.  
Hongkong Volunteer Corps.  
Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance; postage, 32.  
Extra copies 30 cents each (cash).  
Copies can be posted from the Office to addresses sent; including postage, 34 cents each, or \$1 for three copies (cash).  
Hongkong, 21st September, 1901.

GERMAN SCHOOL ASSOCIATION.  
THE WINTER TERMS commence on the 1st October, a.c. Parents desirous that their Children should join, will please communicate with the Headmaster, Pastor KRIEDEL, at the School Room, Union Church, Kennedy Road, on week days between 9 a.m. and 12.30 p.m., or with the Undersecretary, PAUL GREWITT, Hon. Secretary.

19, Queen's Road, 2nd Floor.  
Hongkong, 17th September, 1901. [2362]

A ON & CO.,  
PHOTOGRAPHERS AND PORTRAIT PAINTERS.  
All kinds of Oil Paintings and Photographic Enlargements.  
39A, TOP FLOOR, QUEEN'S ROAD CENTRAL.  
Opposite to Chas. J. Gump & Co.  
Hongkong, 20th March, 1901. [79]

## PUBLIC COMPANIES

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES on SATURDAY, the 28th SEPTEMBER, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd to the 28th September, both days inclusive.

DOUGLAS LARPAIK & CO.,  
General Managers.  
Hongkong, 19th September, 1901. [2382]

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LTD. (IN LIQUIDATION).

NOTICE IS HEREBY GIVEN that a First and Final Dividend of 24 Cents Per Preference Share will be Paid. Shareholders are requested to send in their Preference Shares at their earliest convenience to the Undersigned, whereupon Payment of the above Dividend will be made.

M. DENNECKE,  
Liquidator.  
Hongkong, 24th August, 1901. [2163]

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED, IN LIQUIDATION.

NOTICE IS HEREBY GIVEN that a GENERAL MEETING OF THE SHAREHOLDERS will be held at the COMPANY'S OFFICE—14, DES VUEX ROAD, on MONDAY, the 30th of September, 1901, at 11.15 o'clock, P.M., for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted and of the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator; and also of determining by EXTRAORDINARY RESOLUTION the manner in which the Balance, Accounts, Books, and Documents of the Company, and of the Liquidator thereof, shall be disposed of.

Hongkong, 29th August, 1901.  
M. DENNECKE,  
Liquidator.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that INTERIM DIVIDENDS of 3 per cent. for the Six Months ending 30th June, being at the rate of 5 per cent. per annum, have been declared on the Preference, Ordinary and Ordinary "B" Shares of this Company. The Dividend Warrants will be issued on 1st October.

JARDINE, MATHESON & CO.,  
Agents.  
Hongkong, 19th September, 1901. [2386]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTY-EIGHTH ORDINARY YEARLY MEETING OF THE SOCIETY will be held at its HEAD OFFICE, No. 1, QUEEN'S BUILDINGS, Hongkong, on THURSDAY, the 10th October, 1901, at Noon, for the purpose of receiving the Report of the Directors together with Statements of Account for the Year 1900 and for the Half-year ending the 30th June, 1901, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from the 30th September to the 10th October, both days inclusive.

By Order of the Board.  
W. J. SAUNDERS,  
Secretary.  
Hongkong, 20th September, 1901. [2387]

IMPERIAL BANK OF CHINA.

WANTED.

AN experienced man of business to act as COMPRODOR from next China New Year.

Full particulars can be obtained on application to the undersigned.

By Order of the Board of Directors.  
E. W. RUTTER,  
Manager.  
Hongkong, 31st July, 1901. [1922]

WANTED.

GOOD JOBBING COMPOSITORS.

Permanency for competent men.

Apply at—  
Daily Press Office.  
Hongkong, 30th July, 1901. [1910]

WANTED.

TO Purchase a good HUNTING DOG.

Apply by letter to—  
DAN,  
Care of Daily Press Office.  
Hongkong, 16th September, 1901. [2351]

WANTED BY Lady and Two Gentlemen.

TWO FURNISHED BEDROOMS and SITTING ROOM, with BOARD, or would take Furnished House, pleasantly situated, Peak or at Kowloon. State Terms.

C. B.,  
Care of Daily Press Office.  
Hongkong, 16th September, 1901. [2352]

FOR SALE.

THE WALTER "KISMET" Winner of the Maiden Stakes and Derby, Hongkong Meeting, 1901.

Apply to—  
J. W. KEW,  
No. 20, Des Vaux Road.  
Hongkong, 19th September, 1901. [2393]

CARBOLINEUM-AVENARIUS.

USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China,  
LUTGENS, EINHORN & CO.,  
Hongkong, 31st August, 1897. [13]

PORTLAND CEMENT.

J. B. WHITE & BROS.

SOLE AGENTS FOR CHINA,  
HOLLAND, WISE & CO.,  
Hongkong, 16th September, 1899. [2346]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED

is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

Wm. PARLANE,  
Manager.  
Hongkong, 17th February, 1899. [46]

## TO LET.

GODOWN, No. 5A, DUDDELL STREET

Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.,  
Hongkong, 5th July, 1901. [1692]

TO LET FURNISHED.

"ROUGEMONT" No. 1, MACDONNELL ROAD.

Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.,  
Hongkong, 20th September, 1901. [2390]

TO LET.

FIRST FLOOR, FOR OFFICES, No. 1, DUDDELL STREET.

Apply to—  
E. PABANEY,  
Hongkong, 20th September, 1901. [2389]

TO LET.

"FERNSIDE" No. 37, ROBINSON ROAD.

Apply to—  
S. A. RAMJAIN,  
Care of Thomas's Grill Room.  
Hongkong, 1st August, 1901. [1937]

TO LET.

A HOUSE in RIFON TERRACE.

Apply to—  
"THE RETREAT," Mount KELLET.  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.,  
Hongkong, 13th July, 1901. [66]

TO LET.

OFFICE in QUEEN'S ROAD, No. 15, FIRST FLOOR, from the 1st October.

Apply to—  
L. M.,  
Care of Daily Press Office.  
Hongkong, 2nd September, 1901. [2228]

TO LET.

OFFICES and ROOMS in Beaconsfield Arcade.

For Particulars, apply to—  
TURNER & CO.,  
Hongkong, 19th September, 1901. [2360]

TO LET.

THE GODOWN in WEST POINT (Kennedy Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., LD.

For Particulars, apply to—  
LAUTS, WEGENER & CO.,  
Hongkong, 9th July, 1901. [1730]

TO LET.

1ST, 2ND and 3RD FLOORS of No. 35, QUEEN'S ROAD CENTRAL, next to Messrs. LANE, CRAWFORD & Co., now nearing Completion. Suitable for Offices.

Apply to—  
WING CHEONG,  
Nos. 1 & 3, D'Aguiar Street.  
Hongkong, 31st August, 1901. [2318]

TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI ROAD.

Apply to—  
SANG KEE,  
298, Des Vaux Road Central.  
Hongkong, 16th August, 1901. [2084]

TO LET.

NO. 1, STEWART TERRACE, the PEAK.

Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.,  
Hongkong, 17th July, 1901. [1789]

TO LET.

A SPACIOUS GODOWN, well built of Brick and Stone, at WANCHAI, MATHESON STREET.

Apply to—  
CARLOWITZ & CO.,  
Sales Office.  
Hongkong, 10th September, 1901. [2302]

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"  
21, CAINE ROAD.  
Hongkong, 20th September, 1900. [669]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER,  
3, Fadder's Hill.  
Hongkong, 1st January, 1892.

NOTICE.

A SPECIAL MEETING OF HIS MAJESTY'S JUSTICES OF THE PEACE will be held at the MAGISTRACY, at 2.30 P.M. on TUESDAY, the 24th day of September, A.D. 1901, for the purpose of considering an Application from one JOHN LACQUE for a Publican's License to Sell and Retail Intoxicating Liquors on the premises situated at Whitfield, Shaikwan Road, under the sign of "THE BAY VIEW HOTEL."

F. A. HAZELAND,  
Police Magistrate.  
Magistracy,  
Hongkong, 12th September, 1901. [2391]

FOREIGN AND COLONIAL STAMP DEALER.

No. 37, CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used Postage Stamps in Large or Small Quantities for Cash. AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [1896]

C. E. WARREN,  
BUILDING CONTRACTOR,  
No. 25, ARNOLD STREET.

SANITARY APPLIANCES SUPPLIED AND FIXED. DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED AND REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MORGAN TILES. Prices on Application. [46]

## INSURANCES

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.  
CAPITAL.....£10,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm. MEYERINK & CO.,  
Agents.  
Hongkong, 18th May, 1900. [185]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1900, £14,732,631.

I. AUTHORIZED CAPITAL.....£3,000,000 0 0

SUBSCRIBED CAPITAL.....2,750,000 0 0

PAID-UP CAPITAL.....887,500 0 0

RESERVE FUNDS.....2,633,716 14 4

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 3rd July, 1901. [1641]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, S. JACOB & CO.,  
Agents.  
Hongkong, 2nd April, 1900. [33]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,  
Agents.  
Hongkong, 16th November, 1892. [29]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,  
Agents.  
Hongkong, 21st April, 1897. [14]

NORTHERN ASSURANCE COMPANY.

THE Undersigned AGENTS of the above Company are PREPARED to ACCEPT FIRST-CLASS FOREIGN and CHINESE RISKS against FIRE at Current Rates.

TURNER & CO.,  
General Managers.  
Hongkong, 9th August, 1901. [2021]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.

DOUGLAS LARPAIK & CO.,  
Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1897. [32]

"L'URBAINE"

FIRE INSURANCE COMPANY, LD. (Established 1893.)

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO.,  
Manager, Hongkong.  
Hongkong, 7th February, 1901. [439]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.,  
Agents.  
Hongkong, 29th May, 1895. [31]

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,  
Agents.  
Hongkong, 16th May, 1892. [30]

FOR SALE.

GENTLEMAN'S CLEVELAND BICYCLE; ridden three months. \$90.

HAMMOND,  
Care of Daily Press Office.  
Hongkong, 12th September, 1901. [2326]

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSEN & CO.,  
Agents.  
Hongkong, 14th February, 1901. [56]

怡生號

YEE SANG & CO.,

COAL MERCHANTS, have always on hand

LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

Address—Care of Messrs. KWONG SANG & CO. No. 144, DES VUEX ROAD. [888]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m.

With CHAMBER for 10 CARTRIDGES, FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.,  
Agents.  
Hongkong, 3rd October, 1900. [75]

KWONG FUNG YUEN, TIMBER MERCHANTS.

No. 232, DES VUEX ROAD WEST, HONGKONG. Have always on hand a Large Stock of the following Timber—

AMERICAN PINE and FIR, BANGKOK TEAKWOOD, HARDWOOD, &c., &c. (In Logs and Planks).

As Inspection is respectfully solicited. Hongkong, 5th September, 1901. [2392]

## BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND.....\$10,000,000

SILVER RESERVE.....\$3,750,000

RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS.  
R. SHERMAN, Esq.—Chairman.







## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked k, nearest Hongkong h, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf k, together with the number denoting the section.

1. From Green Island to the Harbour Master's  
2. From Harbour Master's to Blake Pier.  
3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via PORTS OF CALL	HOMBAY	Brit. str.	2 m.	H. S. Bradshaw	P. & O. S. N. Co.	To-day, at Noon.
LONDON, &c. via PORTS OF CALL	CHUSAN	Brit. str.	2 m.	C. I. Daniel	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON, &c. via PORTS OF CALL	AXA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 1st October.
LONDON, &c. via PORTS OF CALL	PERSEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th October.
LONDON, &c. via PORTS OF CALL	NESTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 29th October.
LONDON, &c. via PORTS OF CALL	MACRAON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th November.
LONDON, &c. via PORTS OF CALL	ULYSES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th November.
LIVERPOOL DIRECT	DARANUS	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 15th October.
BREMEN, via PORTS OF CALL	PIREUS	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 15th November.
MARSEILLES, &c. via PORTS OF CALL	INDUS	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 3rd Oct. at Noon.
HAYRE, BREMEN & HAMBURG	ANDALUSIA	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 3rd inst. at 1 P.M.
HAYRE & HAMBURG	ARABIA	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 5th October.
HAYRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 19th October.
HAYRE & HAMBURG	BANBERG	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 2nd November.
HAYRE & HAMBURG	SEGOVIA	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 16th November.
HAYRE & HAMBURG	MARBURG	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 30th November.
NEW YORK via SUEZ CANAL	ANAPA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 15th October.
NEW YORK via SUEZ CANAL	STATE OF MAINE	Amer. ship	2 m.		BUTTERFIELD & SWIRE	Quick despatch.
NEW YORK via SUEZ CANAL	MOUL	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst.
NEW YORK via SUEZ CANAL	GLYNOLIE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
NEW YORK via SUEZ CANAL	LONGSHIRE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 3rd Oct. at Noon.
NEW YORK via SUEZ CANAL	MANUEL LLAGUNA	Amer. ship	2 m.		BUTTERFIELD & SWIRE	On 5th November.
NEW YORK	CLAUDEDALE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst.
VANCOUVER, via SHANGHAI &c.	EMPEROR OF JAPAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 15th October.
VANCOUVER, via SHANGHAI &c.	TAKTAR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 25th Oct.
VICTORIA, B.C. & SEATTLE	OLYMPIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 5th November.
VICTORIA, B.C. & SEATTLE	HONGKONG MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst.
VICTORIA, B.C. & SEATTLE	CITY OF PEKING	Amer. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
VICTORIA, B.C. & SEATTLE	STRAIGHTWAY	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 3rd Oct. at Noon.
VICTORIA, B.C. & SEATTLE	ROSETTA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 12th October.
VICTORIA, B.C. & SEATTLE	ATLANTIC	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 27th inst. at Daylight.
VICTORIA, B.C. & SEATTLE	CHINGTU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst.
VICTORIA, B.C. & SEATTLE	INABA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	To-morrow, at 6 A.M.
VICTORIA, B.C. & SEATTLE	KWEIYANG	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On or about 24th inst.
VICTORIA, B.C. & SEATTLE	LYEEMOON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 24th inst.
VICTORIA, B.C. & SEATTLE	LAOS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 3rd October.
VICTORIA, B.C. & SEATTLE	BENGAL	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 2nd October.
VICTORIA, B.C. & SEATTLE	TSINAN	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst. at Daylight.
VICTORIA, B.C. & SEATTLE	MAIYU MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	To-day.
VICTORIA, B.C. & SEATTLE	ANAPA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	To-day, at 10 A.M.
VICTORIA, B.C. & SEATTLE	WHAMPOA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 27th inst. at 4 P.M.
VICTORIA, B.C. & SEATTLE	HAICHING	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th October.
VICTORIA, B.C. & SEATTLE	ROSETTA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at Noon.
VICTORIA, B.C. & SEATTLE	CHINGTU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 27th inst.
VICTORIA, B.C. & SEATTLE	LAISANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 5th October.
VICTORIA, B.C. & SEATTLE	CARINTHIA	Aus. str.	2 m.		BUTTERFIELD & SWIRE	
VICTORIA, B.C. & SEATTLE	TRIESTE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	

## SHIPPING.

**ARRIVALS.**  
Sept. 20. AMIRAL CHARNER, French flag-ship, 4,800, Bouches, Escadrons 19th September.  
Sept. 20. CHARTERHOUSE, British str., 1,275, Josiah, Singapore 13th Sept. General—CHINESE.  
Sept. 2. CHOYRANG, British str., 1,100, Bowler, Canton 19th Sept. General—JARDINE, MATHEWSON & CO.  
Sept. 20. DAYHERR, American str., 700, Best, Canton 19th September, General—DUFF, THOMSON & SWIRE.  
Sept. 20. DEYAWONGSE, German str., 1,057, Puxtor, Swatow 19th Sept. General—BUTTERFIELD & SWIRE.  
Sept. 20. GLOUCESTER CITY, British str., 1,197, Nilsen, Samarang 8th September, Sugar—BUTTERFIELD & SWIRE.  
Sept. 20. INDEPENDENT, German str., 817, Holtz, Canton 19th September, General—BUTTERFIELD & SWIRE.  
Sept. 20. LANTERN, British str., 2,142, J. G. Spence, Calcutta 13th August and Singapore 14th Sept. General—DAVID SASSOON, SONS & CO.  
Sept. 20. LYEEMOON, German str., 1,234, Lohmann, Canton 20th September, General—SIEMSEN & CO.  
Sept. 20. QUARTA, German str., 1,146, Johannson, Canton 19th September, General—SIEMSEN & CO.  
Sept. 20. WHAMPOA, British str., 1,109, Laven, Canton 19th September, General—BUTTERFIELD & SWIRE.

## CLEARANCES.

At THE HARBOUR MASTER'S OFFICE.

Canton, British str., for Moji.  
Canton, British str., for Shanghai.  
Cheyda, British str., for Singapore.  
Cheyung, British str., for Swatow.  
City of Calcutta, British str., for Amoy.  
Hanoi, French str., for Hoihoi.  
Loonyang, British str., for Manila.  
Quarta, German str., for Hongkong.  
Taisan, British str., for Amoy.  
Tordenskjold, New str., for Hongkong.  
Yawata Maru, Japanese str., for Nagasaki.

## DEPARTURES.

20th September.  
Canton, British str., for Moji.  
CARLISLE CITY, British str., for S. Francisco.  
CARLISLE CITY, British str., for Taku.  
CANTON, British str., for Shanghai.  
CHEYUNG, British str., for Singapore.  
CHOYRANG, British str., for Amoy.  
CITY OF CALCUTTA, British str., for Amoy.  
HAICHING, British str., for Canton Ports.  
HANOI, French str., for Hoihoi.  
KOTO MARU, Japanese str., for Moji.  
LOONYANG, British str., for Manila.  
QUARTA, German str., for Hongkong.  
TAISHAN, British str., for Amoy.  
TANJA MARU, Japanese str., for Colombo.  
YAWATA MARU, Japanese str., for Japan.

## VESSELS IN DOCK.

20th September.  
Kowloon Docks—Canton River, Victoria, Georges Valentine, Zofiro, Eleano, Changsha, Andara.  
COSMOPOLITAN DOCK—Loonyang.

## SHIPPING REPORT.

The German steamer *Deumoweg*, from Swatow 19th Sept., had fine weather and smooth sea.  
The British steamer *Lightning*, from Calcutta 13th August and Singapore 14th Sept., had light N.W. winds and fine, calm weather throughout.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, nor the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:  
CLARET BURELL, British ship, Jeffrey-Order.  
HELEN A. WYMAN, American ship, Vanham-Arnhold, Karberg & Co.  
I. F. CHAPMAN, American ship, Chapman-Arnhold, Karberg & Co.  
J. SCHREFF, American ship, C. S. Kendall-Carlowitz & Co.

## VESSELS ON THE BERTH

## POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"HAICHING."

Captain Davis, will be despatched for the above ports TO-DAY, the 21st inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAPELAK & CO., General Managers.

Hongkong, 20th September, 1901. [2388]

## HAMBURG-AMERIKA LINE.

FOR SHANGHAI.

THE Steamship

"LYEEMOON."

Captain Th. Lehmann, will be despatched for the above port TO-MORROW, the 22nd inst., at 6 A.M.

This steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

SIEMSEN & CO., Agents.

Hongkong, 19th September, 1901. [2384]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIGI MARU."

Captain K. Solajima, will be despatched for the above ports TO-MORROW, the 22nd inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 16th September, 1901. [17]

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERY, MADRAS,

CALCUTTA, DJIBOUTI, EGYPT,

MARSEILLES, MEDITERRANEAN

AND BLACK SEA PORTS,

LONDON, HAYRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 2nd September, 1901, at 1 P.M., the Company's Steamship

"INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call

WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal

places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 P.M.

Instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPORIN, Acting Agent.

Hongkong, 11th September, 1901. [2]

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"LAOS."

Captain Riquier, will be despatched for the above ports on or about TUESDAY, the 24th inst.

For Freight or Passage, apply to

P. DE CHAMPORIN, Acting Agent.

Hongkong, 18th September, 1901. [2]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON

REMARKS.

LONDON { BOMBAY } Noon, 21st } Freight or Passage.

SHANGHAI { BENGAL } About 27th } Freight or Passage.

LONDON, &c. { CHUSAN } Noon, 25th } See Special Advertisement.

\* SINGAPORE AND TIEN TSIEN { } About 5th } Freight only.

BOMBAY { W. W. Cooke, R.N.R. } October } Freight only.

# Calling at Penang and Colombo if sufficient inducement offers.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 13th September, 1901.

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPRESS OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 25th Sept., 1901

"EMPRESS OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 23rd Oct., 1901

"TAITAT" 4,425 Tons. Comdr. E. Testham, R.N.R. WEDNESDAY, 6th Nov., 1901

"EMPRESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 20th Nov., 1901

"ATHENIAN" 3,382 Tons. Capt. H. Morait WEDNESDAY, 4th Dec., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 42 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey.

As a make connection at Vancouver with the PALATIAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Service, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the EXCURSION OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

\* SPECIAL EXTRA SERVICE.

The Company's Steamships "TAITAT" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Storage.

The "TAITAT" takes First Class and Storage. Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 10th September, 1901. [10]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

PREUSSEN (Hamburg-Amerika Linie) ... THURSDAY ... 24th October.

HAMBURG (Hamburg-Amerika Linie) ... WEDNESDAY ... 16th October.

SACHSEN (Hamburg-Amerika Linie) ... WEDNESDAY ... 30th October.

KIAUTSCHOU (Hamburg-Amerika Linie) ... WEDNESDAY ... 13th November.

BAYERN (Hamburg-Amerika Linie) ... WEDNESDAY ... 27th November.

STUTTGART (Hamburg-Amerika Linie) ... WEDNESDAY ... 11th December.

KONIG ALBERT (Hamburg-Amerika Linie) ... WEDNESDAY ... 25th December.

PRINZESS IRENE (Hamburg-Amerika Linie) ... WEDNESDAY ... 8th Jan., 1902.

PRINZ HEINRICH (Hamburg-Amerika Linie) ... WEDNESDAY ... 22nd Jan., 1902.

PREUSSEN (Hamburg-Amerika Linie) ... WEDNESDAY ... 5th Feb., 1902.

HAMBURG (Hamburg-Amerika Linie) ... WEDNESDAY ... 19th Feb., 1902.

SACHSEN (Hamburg-Amerika Linie) ... WEDNESDAY ... 5th Mar., 1902.

ON THURSDAY, the 3rd day of October, 1901, at Noon, the Steamship "PREUSSEN" of the Norddeutscher Lloyd, Captain E. Testham, with Mails, Passengers, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES, GENOA, and Shipping Orders will be granted till Noon on THURSDAY, the 1st October, and will be received at the Agency's Office until Noon on WEDNESDAY, the 2nd October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.



VESSELS ON THE BERTH  
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		DUE
FROM GLASGOW and LIVERPOOL	"CALCHAS"	On 26th September.
GLASGOW and LIVERPOOL	"NESTOR"	On 1st October.
GLASGOW and LIVERPOOL	"LAERTES"	On 9th October.

  

HOMEWARDS.		TO SAIL
LONDON	"AJAX"	On 1st October.
LONDON	"PYRRHUS"	On 15th October.
LONDON	"CALCHAS"	On 29th October.
LONDON	"NESTOR"	On 12th November.
LONDON	"MACHAON"	On 26th November.
LIVERPOOL DIRECT	"ULYSSES"	On 15th October.
LIVERPOOL DIRECT	"DARDANUS"	On 15th November.

(Taking Cargo at London Rates)

The S.S. "CALCHAS" left Singapore on the 18th instant, a.m., and is due in Hongkong on the 23rd instant.

The S.S. "AGAMEMNON" from GLASGOW and LIVERPOOL, arrived on the 19th inst., a.m., and will sail for SHANGHAI and JAPAN on 21st inst.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co.

Hongkong, 16th September, 1901.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI & CHINKIANG	"WHAMPOA"	On 21st September.
TIENSIN	"KWEIYANG"	On 25th September.
SHANGHAI	"TSINAN"	On 3rd October.
MANILA	"CHINGTU"	On 12th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWN SVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 12th October.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 16th September, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG,"  
Captain Payne, will be despatched as above on TUESDAY, the 24th instant, at Noon.

For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
General Managers.

Hongkong, 17th September, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

VICTORIA (B.C.) AND SEATTLE.  
Calling also at Tacoma and carrying Cargo on through Bills of Lading to New York and other ports of the United States, in connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship

"TEENKAI,"  
4,642 tons, Commander H. C. Harris, is due here on 24th instant, and will have quick despatch.

For Rates of Freight and further Particulars, apply to  
**JARDINE, MATHESON & CO.,**  
Agents.

Hongkong, 11th September, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"  
Captain S. Asumi, will be despatched for the above ports on WEDNESDAY, the 25th inst., at DAYLIGHT.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 11th September, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"MOGUL" On 26th September.

"SATSUMA" On 20th October.

"KURDISTAN" On 5th November.

"LENNOX" On 20th November.

"RICHMOND CASTLE," End of November.

"ORONSAY"

"HILLGLEN"

For Freight and further information, apply to  
**DODWELL & CO., LTD.,**  
Agents.

Hongkong, 14th September, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CHUSAN,"  
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 23rd September, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
**H. A. RITCHIE,**  
Superintendent.

Hongkong, 16th September, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

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Hongkong, 11th September, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

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Agents.

Hongkong, 11th September, 1901.

VESSELS ON THE BERTH  
U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING" TUESDAY, 24th September, at Noon.

"GAELIC" WEDNESDAY, 2nd October, at Noon.

"CHINA" SATURDAY, 19th October, at Noon.

"DORIC" TUESDAY, 29th October, at Noon.

"PERU" TUESDAY, 12th November, at Noon.

"COPTIC" WEDNESDAY, 20th November, at Noon.

THE P. M. S.S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 24th September, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 11th September, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU,"  
Captain K. Suwaki, will be despatched for the above ports on WEDNESDAY, the 2nd October.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 19th September, 1901.

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ANAPA,"  
will be despatched for the above port on or about 15th October, 1901.

For Freight, apply to  
**SHEWAN, TOMES & CO.,**  
Agents.

Hongkong, 16th September, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On 15th Oct.

THE Steamship "STRATHGYLE" will be despatched for SAN FRANCISCO via SAN DIEGO and YOKOHAMA on TUESDAY, the 16th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information, as to Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 18th September, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

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Hongkong, 19th September, 1901.

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**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 19th September, 1901.

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ANAPA,"  
will be despatched for the above port on or about 15th October, 1901.

For Freight, apply to  
**SHEWAN, TOMES & CO.,**  
Agents.

Hongkong, 16th September, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On 15th Oct.

THE Steamship "STRATHGYLE" will be despatched for SAN FRANCISCO via SAN DIEGO and YOKOHAMA on TUESDAY, the 16th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information, as to Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 18th September, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU,"  
Captain K. Suwaki, will be despatched for the above ports on WEDNESDAY, the 2nd October.

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Agents.

Hongkong, 19th September, 1901.

## VESSELS ON THE BERTH

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Company's accelerated line to Trieste.)

THE Company's Steamship

"CARINTHIA,"  
Captain Marcechini, will be despatched as above on FRIDAY, the 27th inst.

For information as to Passage and Freight, apply to  
**SANDER, WIELER & CO.,**  
Agents.

Hongkong, 20th September, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENGYLE,"  
Captain T. Darke, will be despatched as above on SATURDAY, the 28th September.

For Freight or Passage, apply to  
**MCGREGOR BROS. & GOW,**  
Agents.

Hongkong, 28th August, 1901.

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"LONGSHIPS,"  
Captain Moore, will be despatched as above on or about 15th October.

For Freight, apply to  
**JARDINE, MATHESON & CO.,**  
Agents.

Hongkong, 11th September, 1901.

NOTICES TO CONSIGNEES

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES AND UNDERWRITERS.

ALL Shanghai and Northern Cargo as s.s. "TRIESTE" from Trieste and Ports of Call will be forwarded per s.s. "LYE-MOON" hence to Shanghai.

**SANDER, WIELER & CO.,**  
Agents.

Hongkong, 17th September, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CEYLON,"  
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 p.m. TO-DAY, 18th inst.

Goods not cleared by the 21st instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessels arrival here, after which no claims will be recognized.

**H. A. RITCHIE,**  
Superintendent.

Hongkong, 18th September, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"AGAMEMNON"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on or after the 21st instant.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 25th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 27th instant.

No Fire Insurance has been effected.

**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 19th September, 1901.

1901 1901 1901

MAIL TABLES.

THE Card published at the Daily Press Office

Contains—  
English Mails, homeward and outward  
French " " " "  
German " " " "  
Canadian " " " "  
Calendar Post  
Calendar for 1901

That is more information than is given on one printed in London for which fifty cents is charged. The price of the locally printed, correct card is 20 cents on paper, 30 cents on cardboard. Supplied only for cash by Daily Press Office or the Booksellers.

MARKET PRICES.—September 19th, 1901.

The Prices are given in Dollar Cents. Copper cash is each 1,000 to \$1, the Dollar; a catty is 11 lbs., 1 picul 133 lbs.

BUTCHER MEAT.

Beef, sirloin & prime cut, lb. 11 to 15

Round " " " " 13 to 14

Shoulder " " " " 11 to 12

Steak " " " " 11 to 12

Bullock's Brains per set 7 to 8

Tongue fresh each 4 to 6

" corned " 5 to 6

Head " 8 to 9

Heart " 8 to 9

Hump, Salt " 12 to 13

Kidneys each 6 to 7

Tail " 6 to 7

Liver " 6 to 7

Tripe, unseasoned " 6 to 7

Mutton Chop " 27 to 28

Legs " 27 to 28

Shoulder " 20 to 22

Pigs Feet " 9 to 11

" Fry " 8 to 10

Head " 8 to 10

Kidneys pair 10 to 12

Liver " 18 to 20

Pork, Chop " 18 to 17

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

having established a regular service of steamers from Seattle (Puget Sound) to Japan, China and the Philippines, in connection with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

For further particulars, apply to  
**THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK;**  
To the Agents of the Company at Japan, China, Philippines and Straits;  
**FRANK WATERHOUSE & CO., General Western Agents, SEATTLE;** or to  
**GEO. SUTHERLAND, General Agent for the East, SHANGHAI.**

**JARDINE, MATHESON & CO.,**  
Agents.

Hongkong, 25th July, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line, are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to  
**DODWELL & CO., LIMITED,**  
General Agents for China and Japan.

Hongkong, 4th August, 1897.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

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